

Pedestrian Advisory Council

Pedestrian Hybrid Beacon (PHB) Program Overview



Jim Dale, P.E.

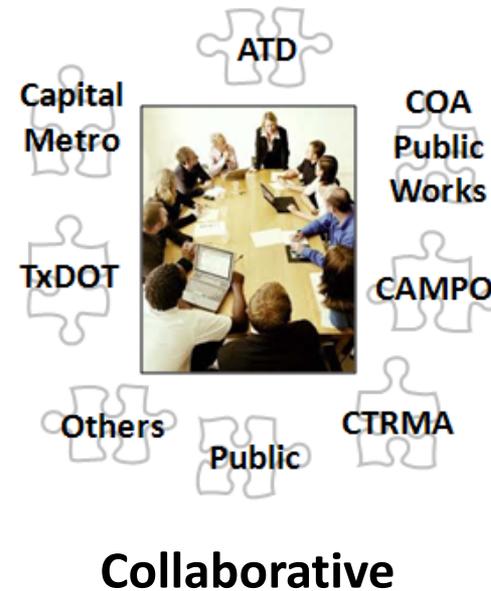
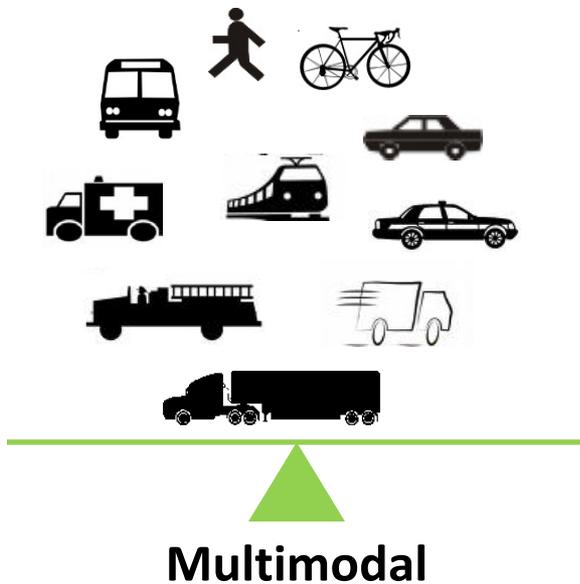
Renee Orr

Austin Transportation Department

March 2, 2015

Arterial Management Division

Enhance the mobility and safety for all modes traveling arterial streets



Pedestrian Overview

Austin Transportation Department –

Active Transportation Division –
Pedestrian Planning

**Public Works
Department –**

Urban Trails Program

Sidewalk Program
Hardscape installation
and maintenance

**Austin
Transportation
Department –**

Traffic Engineering –
pedestrian/ vehicular
interactions

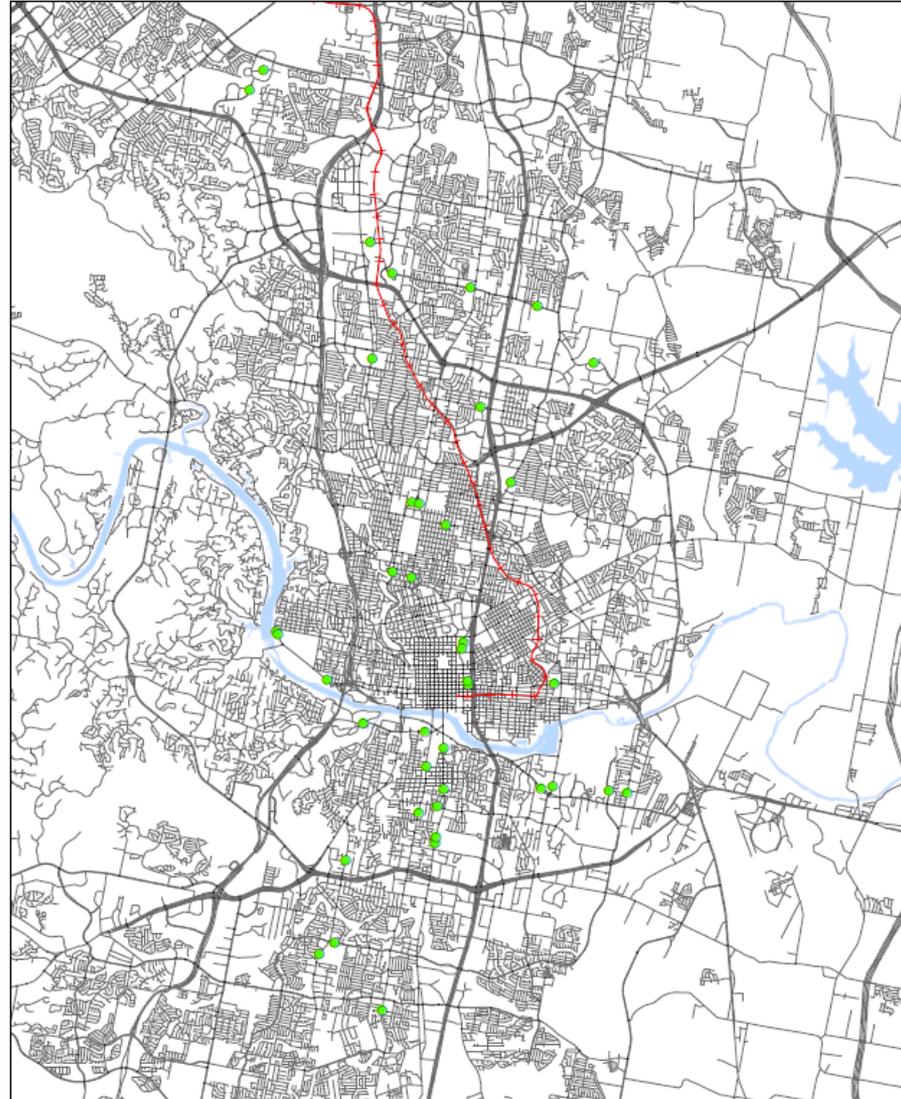
Arterial Management –
signalization -
pedestrian & traffic

PHBs in Austin



PHBs in Austin

- 38 PHBs in operation
- 1 PHB in construction



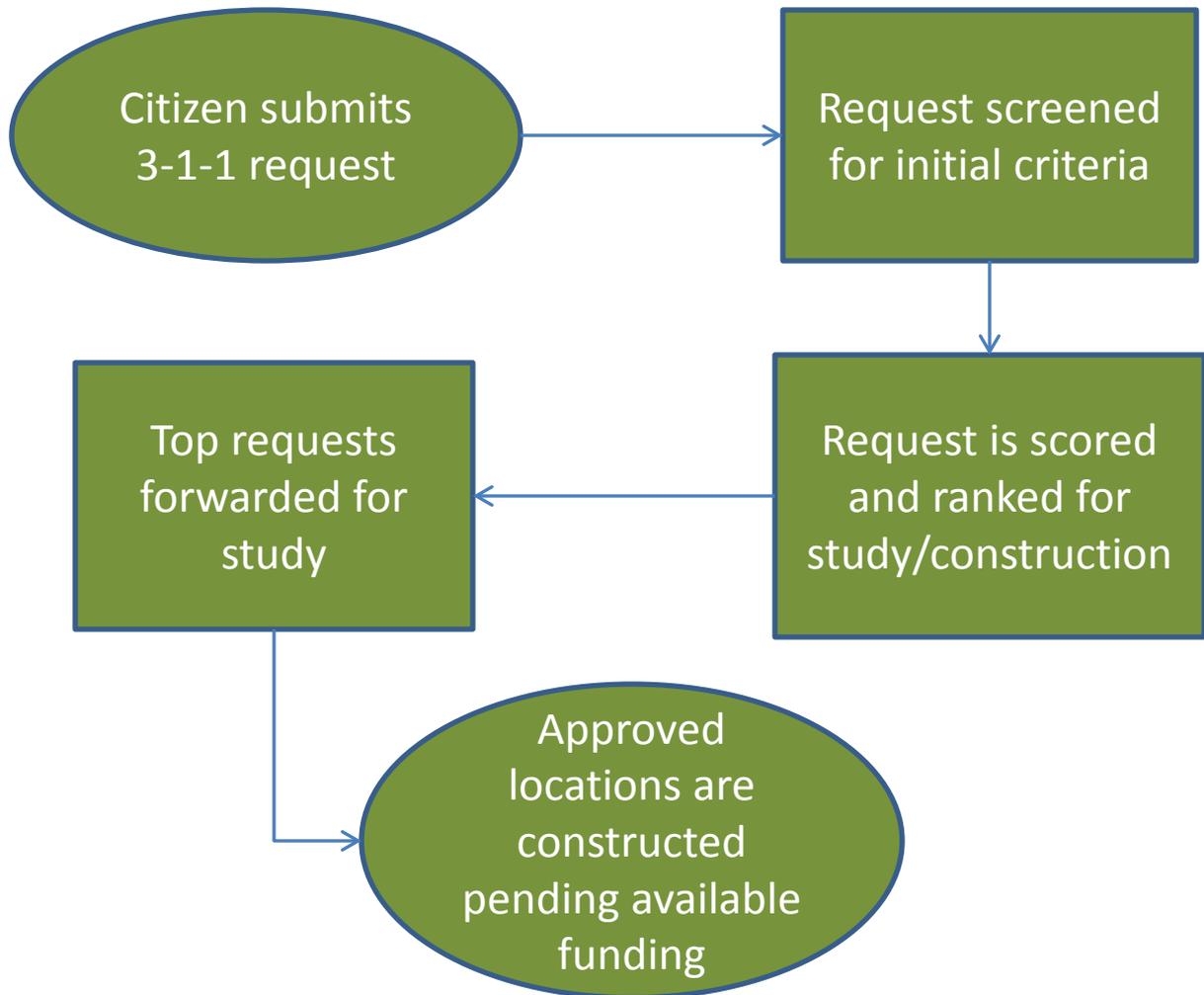
PHBs in Austin

- First PHB installed in Austin in 2009.
- Currently 38 PHBs in operation:
 - 2 existing are out of service within the UT Medical School construction area (along Red River St.)
 - 1 in construction on S. Lamar south of Oltorf
- Current backlog includes 105 PHB requests.
- First ranking for study round in July 2014. Second ranking for study round in December 2014.
- New Arterial Management webpage, including PHB/Signal request process and lists:
<http://www.austintexas.gov/departments/arterial-management>

Why are we developing PHB criteria?

1. Consistency
2. Transparency
3. Efficient use of limited resources
 - To Study
 - To Construct

PHB Request Process

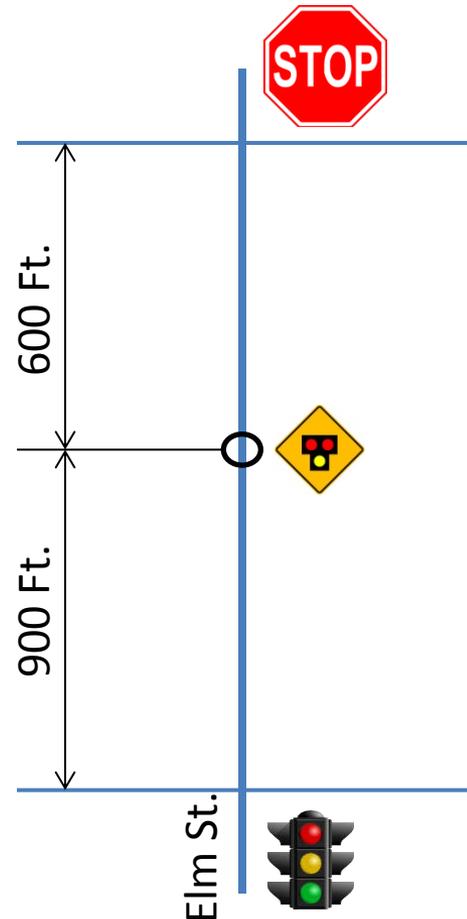


1. within Austin city limits
2. cannot be a 2-lane or residential roadway
3. more than 300' from a signalized or stop-controlled crossing
4. if studied/evaluated within the past 2 years, must be changes to the previously studied conditions

Biannually in December & May

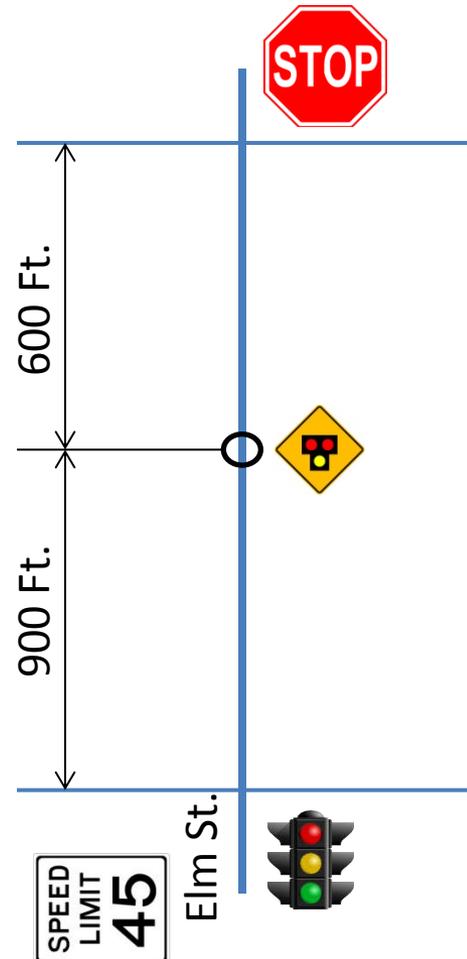
PHB Ranking for Study/Construction Criteria

1. **Distance from the requested PHB location to the nearest signalized or stop-controlled crossing.**
2. Speed limit of the roadway being crossed.
3. Number of motor vehicle lanes to cross.
4. Is median space available?
5. Pedestrian crash history over last 3 years.
6. Special needs pedestrian generators.
7. Pedestrian generators.
8. Is the location recommended as part of a small area plan.
9. Will the location facilitate a school route plan as recommended by the Child Safety Division?
10. In a CAMPO defined Environmental Justice Area?
11. Justification for engineering judgment/historical knowledge



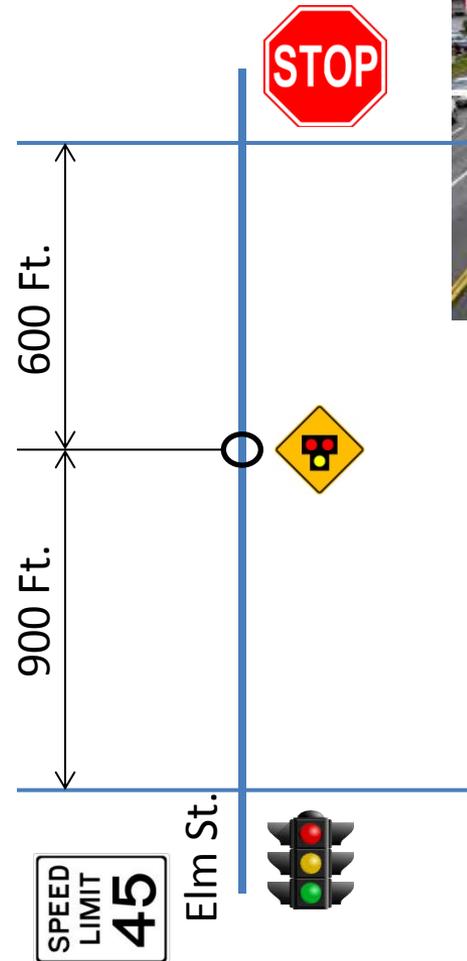
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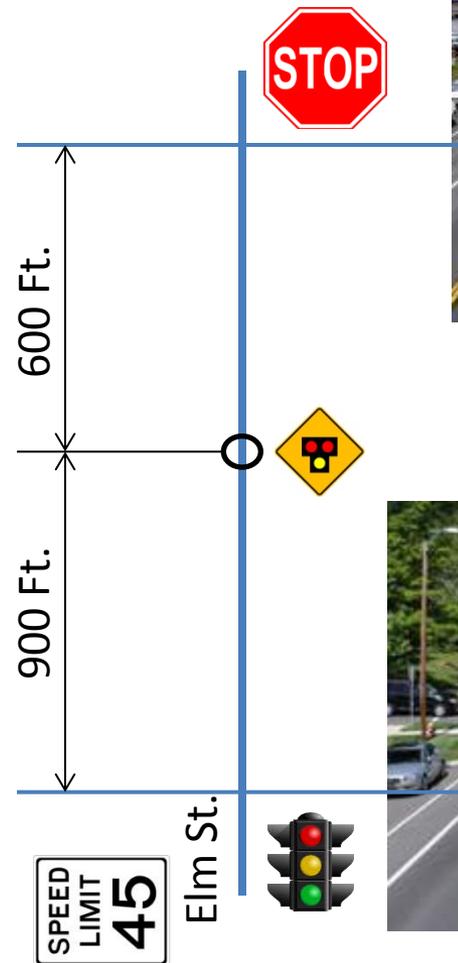
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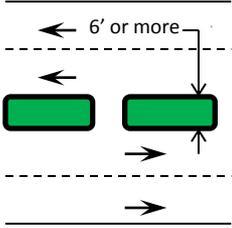
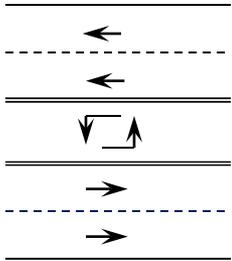
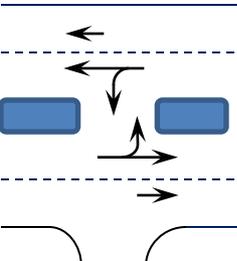
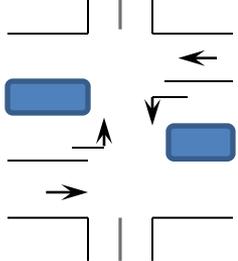
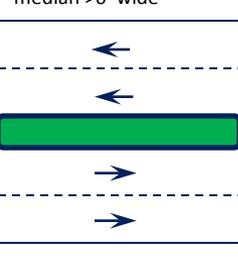
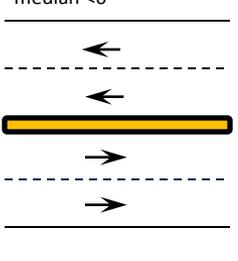
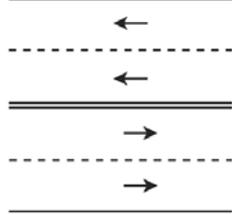


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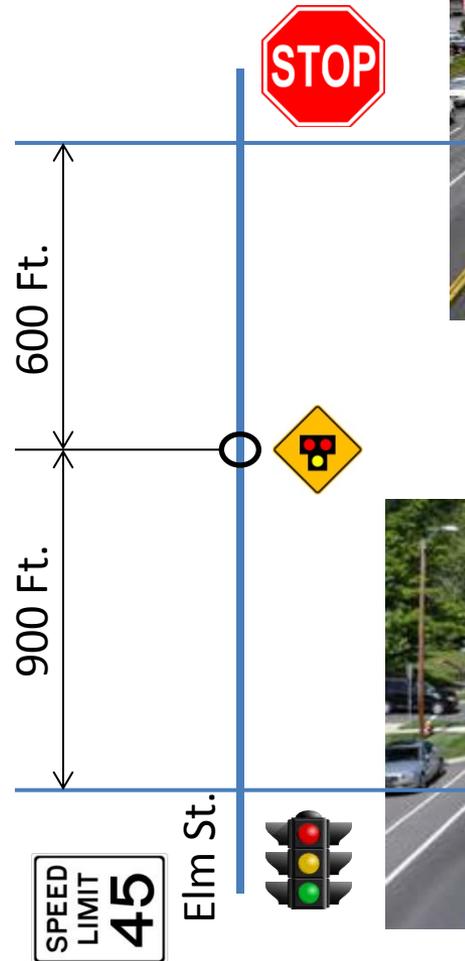


PHB Evaluation Criteria – Median Conditions

Points	Description	Examples				
0	Accessible, raised median over 6' wide or greater (pedestrian crossing only)					
50	2-way turn lane, accessible median less than 6' wide or inaccessible median	<p>5 lane no median</p> 	<p>4 lane accessible+ median</p> 	<p>3 lane median</p> 	<p>4 lane continuous median >6' wide</p> 	<p>4 lane continuous median <6'</p> 
100	No median or center turn lane					

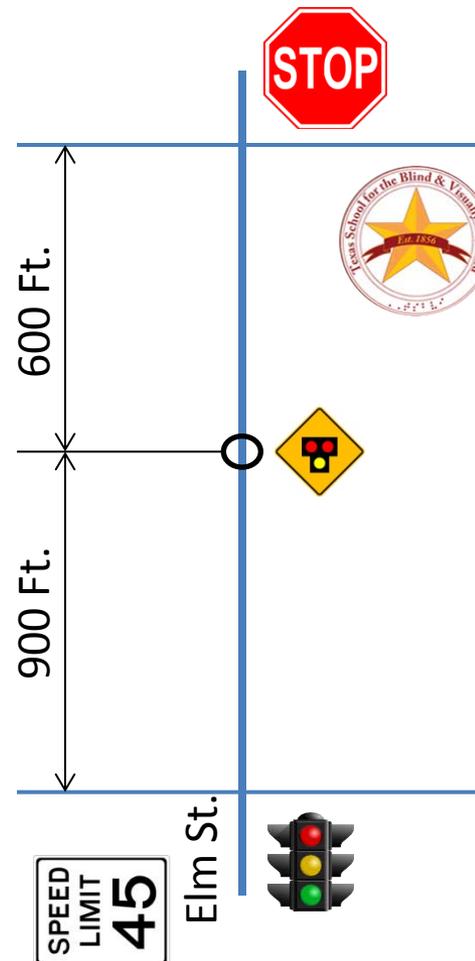
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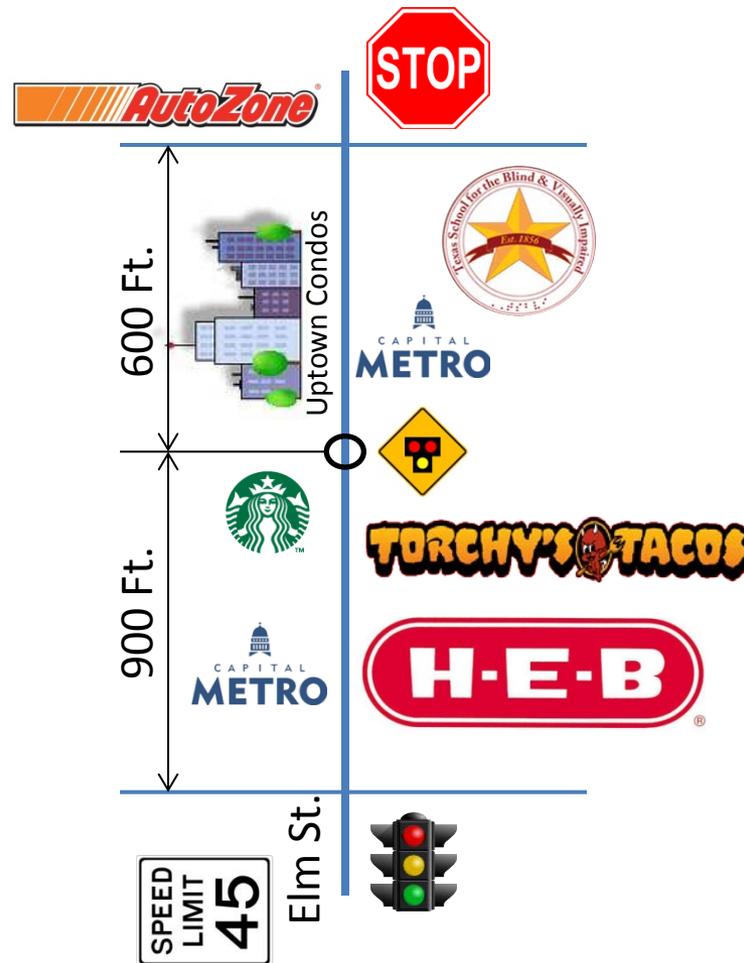
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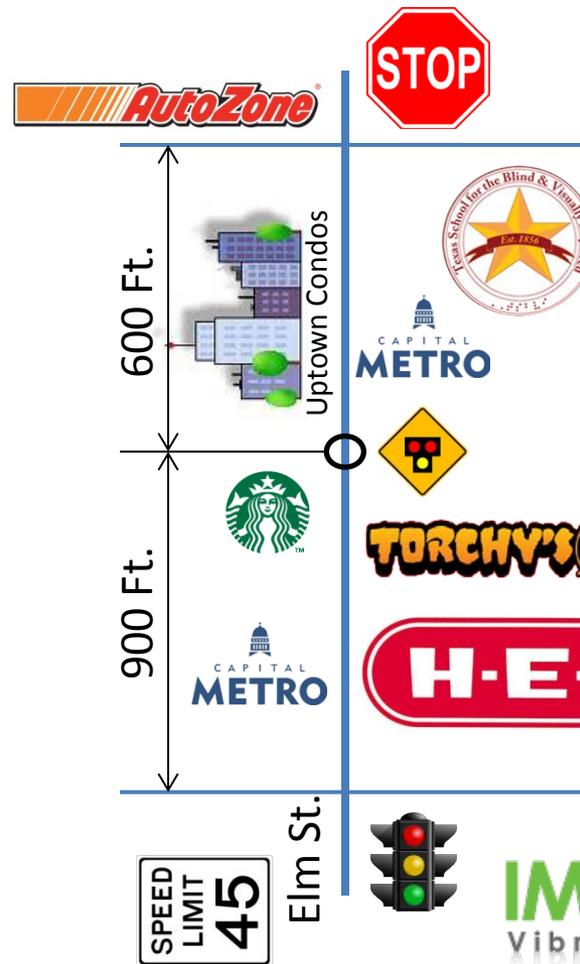
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IMAGINEAUSTON
Vibrant. Livable. Connected.

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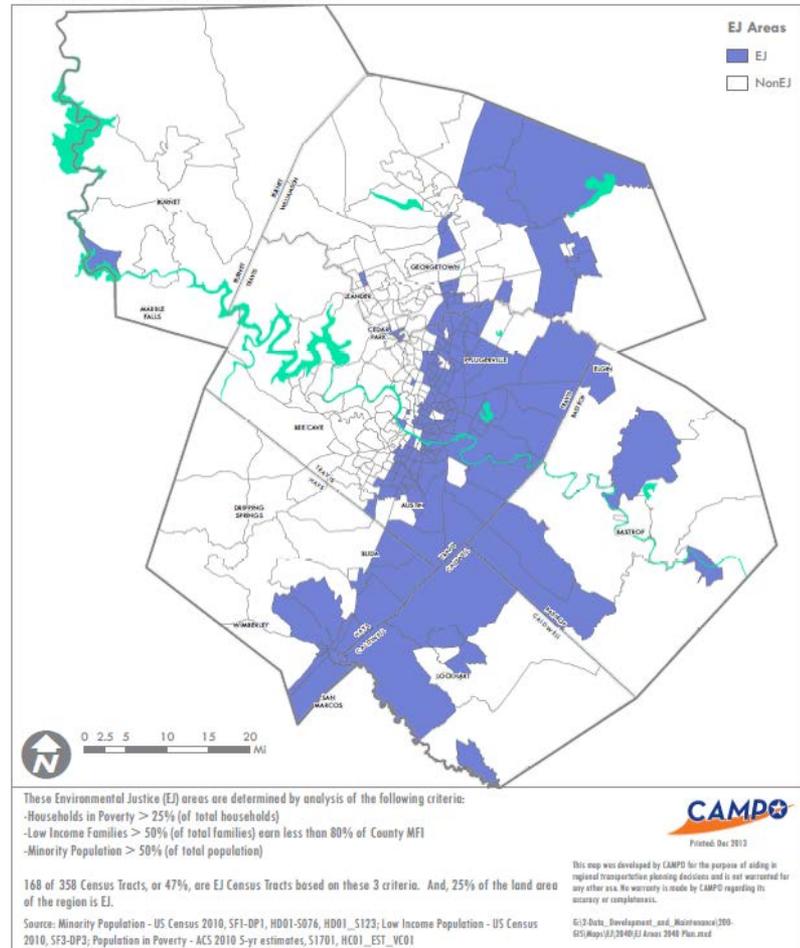
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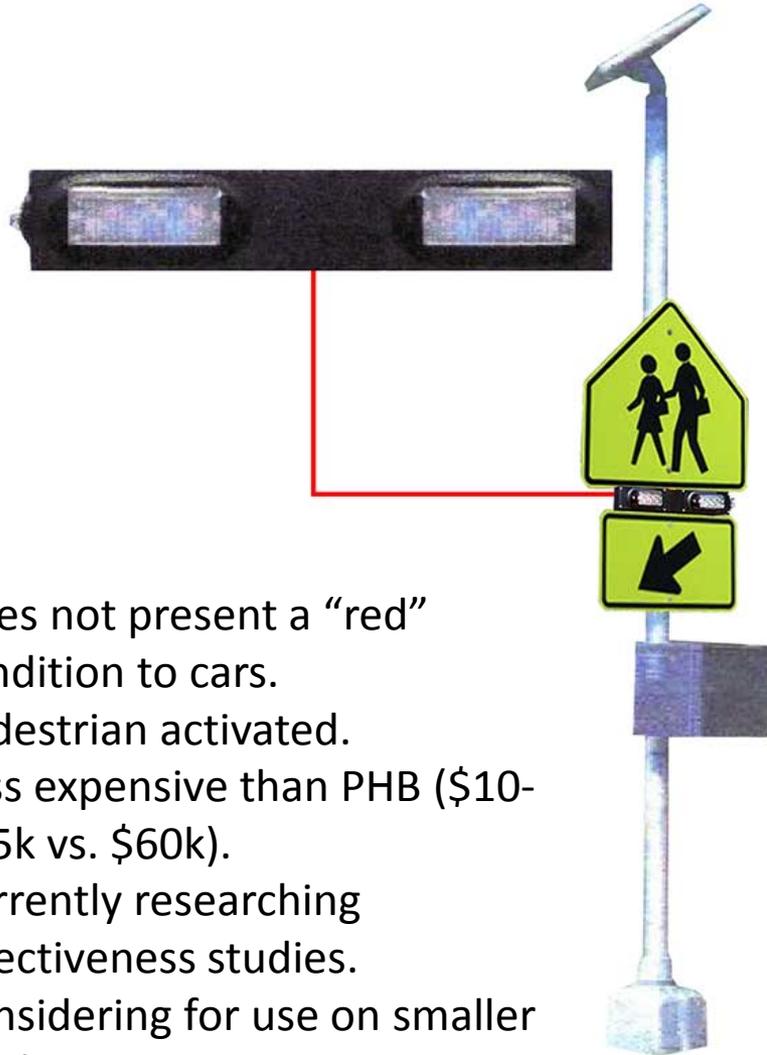
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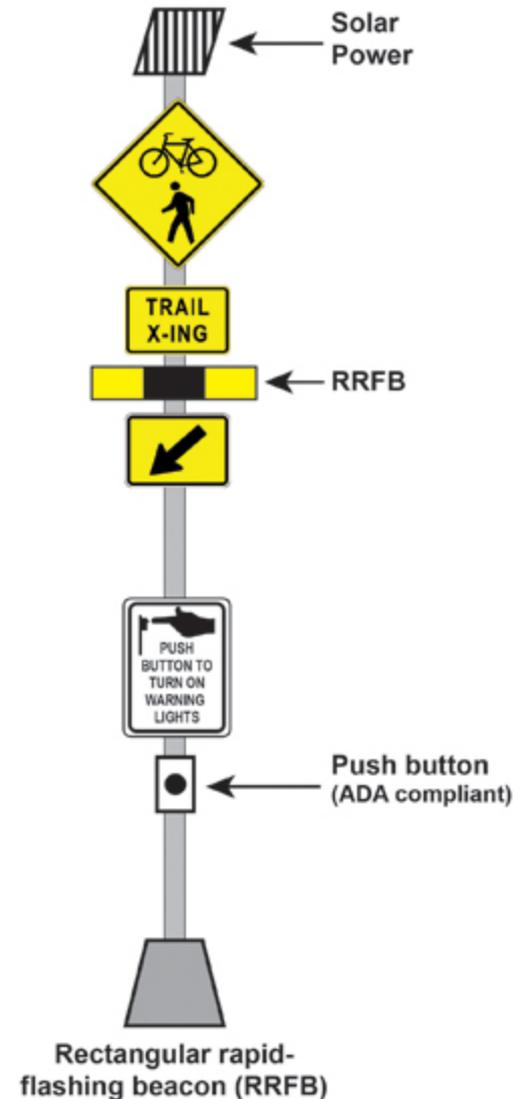
Ongoing

- Presented to UTC July 2014
- Posted PHB process/lists to website
- On-going process improvement
- No funding for new PHBs; working to identify funding
- Add existing PHB data to CoA Data Portal.
- Signal request process
- Hire/assign Program Manager

Rectangular Rapid Flashing Beacon (RRFB)



- Does not present a “red” condition to cars.
- Pedestrian activated.
- Less expensive than PHB (\$10-\$15k vs. \$60k).
- Currently researching effectiveness studies.
- Considering for use on smaller roadways.



Pedestrian Advisory Council

Thank You



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